

What is claimed is:

1. A fuel cut control device for an internal combustion engine comprising a controller that performs a fuel cut control to stop supply of fuel to said internal combustion engine during deceleration of said internal combustion engine,  
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wherein said controller is comprised so as to detect a maximum value of an intake pipe pressure during one combustion cycle of said internal combustion engine, start said fuel cut control when it is detected that the detected maximum value of the intake pipe pressure becomes less than a set  
10 fuel cut start determination value, and stop said fuel cut control when it is detected that the detected maximum value of the intake pipe pressure exceeds a fuel supply restart determination value set higher than said fuel cut start determination value to restart the supply of the fuel to said internal combustion engine.

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2. A fuel cut control device for an internal combustion engine comprising a controller that performs a fuel cut control to stop supply of fuel to said internal combustion engine during deceleration of a single-cylinder or multi-cylinder internal combustion engine having a throttle valve for each  
20 cylinder,

wherein said controller is comprised so as to detect a maximum value of an intake pipe pressure during one combustion cycle of said internal combustion engine, start said fuel cut control when it is detected that the detected maximum value of the intake pipe pressure becomes less than a set  
25 fuel cut start determination value, and stop said fuel cut control when it is detected that the detected maximum value of the intake pipe pressure exceeds a fuel supply restart determination value set higher than said fuel cut start determination value to restart the supply of the fuel to said internal

combustion engine.

3. A fuel cut control device for an internal combustion engine comprising a controller that performs fuel cut control to stop supply of fuel to said 5 internal combustion engine during deceleration of a multi-cylinder internal combustion engine having one throttle valve for two cylinders,

wherein said controller is comprised so as to detect a maximum value of an intake pipe pressure during one combustion cycle of said internal combustion engine, start said fuel cut control when it is detected that the 10 detected maximum value of the intake pipe pressure becomes less than a set fuel cut start determination value, and stop said fuel cut control when it is detected that the detected maximum value of the intake pipe pressure exceeds a fuel supply restart determination value set higher than said fuel cut start determination value to restart the supply of the fuel to said internal 15 combustion engine.

4. A fuel cut control device for an internal combustion engine comprising a controller that performs a fuel cut control to stop supply of fuel to said internal combustion engine during deceleration of a single-cylinder or 20 multi-cylinder internal combustion engine having a throttle valve for each cylinder,

wherein said controller comprises:

an intake pipe pressure maximum value detection unit that detects a maximum value of an intake pipe pressure during one combustion cycle of 25 said internal combustion engine;

a fuel cut/restart timing detection unit that detects a timing when the maximum value of the intake pipe pressure detected by said intake pipe pressure maximum value detection unit becomes less than a set fuel cut start

determination value, as a fuel cut control start timing when said fuel cut control is started, and detects a timing when the maximum value of the intake pipe pressure detected by said intake pipe pressure maximum value detection unit exceeds a fuel supply restart determination value set higher  
5 than said fuel cut start determination value, as a fuel supply restart timing when said fuel cut control is stopped to restart the supply of the fuel to said internal combustion engine; and

10 a fuel supply control unit that controls the supply of the fuel to said internal combustion engine so as to start said fuel cut control when said fuel cut/restart timing detection unit detects said fuel cut control start timing, and restart the supply of the fuel to said internal combustion engine when said fuel supply restart timing is detected.

15 5. The fuel cut control device for an internal combustion engine according to claim 4, further comprising an atmospheric pressure detection unit that  
detects atmospheric pressure, wherein said controller further comprises  
determination value deciding means that decides said fuel cut start  
determination value and said fuel supply restart determination value  
depending on an atmospheric pressure value detected by said atmospheric  
20 pressure detection unit.

25 6. The fuel cut control device for an internal combustion engine according to claim 4, further comprising an atmospheric pressure estimation unit that estimates the atmospheric pressure from said intake pipe pressure, wherein  
said controller further comprises determination value deciding means that decides said fuel cut start determination value and said fuel supply restart determination value depending on an atmospheric pressure value estimated  
by said atmospheric pressure estimation unit.

7. A fuel cut control device for an internal combustion engine comprising a controller that performs a fuel cut control to stop supply of fuel to said internal combustion engine during deceleration of a multi-cylinder having 5 one throttle valve for two cylinders,

wherein said controller comprises:

an intake pipe pressure maximum value detection unit that detects a maximum value of an intake pipe pressure during one combustion cycle of said internal combustion engine;

10 a fuel cut/restart timing detection unit that detects a timing when the maximum value of the intake pipe pressure detected by said intake pipe pressure maximum value detection unit becomes less than a set fuel cut start determination value, as a fuel cut control start timing when said fuel cut control is started, and detects a timing when the maximum value of the 15 intake pipe pressure detected by said intake pipe pressure maximum value detection unit exceeds a fuel supply restart determination value set higher than said fuel cut start determination value, as a fuel supply restart timing when said fuel cut control is stopped to restart the supply of the fuel to said internal combustion engine; and

20 a fuel supply control unit that controls the supply of fuel to said internal combustion engine so as to start said fuel cut control when said fuel cut/restart timing detection unit detects said fuel cut control start timing, and restart the supply of the fuel to said internal combustion engine when said fuel supply restart timing is detected.

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8. The fuel cut control device for an internal combustion engine according to claim 7, further comprising an atmospheric pressure measurement unit that measures atmospheric pressure, wherein said controller further

comprises determination value deciding means that decides said fuel cut start determination value and said fuel supply restart determination value depending on an atmospheric pressure value measured by said atmospheric pressure measurement unit.

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9. The fuel cut control device for an internal combustion engine according to claim 7, further comprising an atmospheric pressure estimation unit that estimates the atmospheric pressure from said intake pipe pressure, wherein said controller further comprises determination value deciding means that 10 decides said fuel cut start determination value and said fuel supply restart determination value depending on an atmospheric pressure value estimated by said atmospheric pressure estimation unit.

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